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The Daily Press.

HONGKONG, JUNE 2ND, 1908.

The human nervous system is more liable to disease than the rest of the body, and such disease appears to be more readily transmissible by the mysterious processes of heredity. The chief reason is supposed to be this, that the nervous organs are pre-eminently intricate and complex; as the biologist puts it, "nerve cells are the most highly differentiated." Broadly speaking, this is an intimation that complexity implies weakness, or greater susceptibility to disturbance. Thus a lady's watch is more easily injured than a large clock, and a modern free-wheel bicycle of varied gear is less enduring than an old-fashioned "ordinary." The more excellent and admirable the mechanism, the greater the possibility of "something going wrong." It is also stated that "characters of recent origin tend to be more unstable than those of ancient date; and the differentiation of man's brain is relatively recent compared with that of his food and soul." Civilization is more recent than barbarism, and therefore it is more unstable. This is a highly interesting point for consideration, and suggests more numerous considerations than we propose to deal with in these casual comments. The reflective reader, with this stimulus, may go on to think out for himself the bearing upon such subjects as the decadence of that fine race the Maori, under civilization, the virtual extinction of the Australian aborigines, and the process of acquired character devolution now being forced gradually upon the Papuans by the Australian Government.

Sticking to the generalities we had in mind at the outset, we may mention that Hongkong at this season is offering illustration of the venerable nature of "civilization," and of the strong tendency to renaissance that there is in the more ancient and stable habit, given suitable conditions. The cruising, camping, and picnic season is now on, and it is to be noted to what an extent the "methods of barbarism" really contribute to the pleasure of these outings. Very few of the men seem to trouble to analyse their emotions, to think why they enjoy themselves so much—and this in itself is symptomatic of the natural state, in which man is more of a day-dreamer than a thinker, and probably never an introspective thinker. When subjected to a series of searching questions, however, they are mostly willing to admit that the possibility of reverting to a minimum of clothing, a minimum of furniture, and a vanishing point of etiquette, is an appreciable factor in the sum of their happiness. It is an interesting study to contemplate two or three men in a yacht for a week-end, and to watch their conduct as we have repeatedly done of late. The man who when in Victoria is noted for his immaculate collars, and who would be rendered miserable if an office colleague were to point out a grease-spot on his carefully pressed clothes, cheerfully exists for two days in some far away creek or bay in a filthy pair of duck inexpressibles, and an old coat, with two days' beard and unbrushed hair. At his "mess" he would earnestly berate the boy over a glass not carefully wiped, a hair in his soup, or a serviette showing traces of previous use. Beyond Fu-tau-mun, or even in some more easily accessible bay, he will uncritically devour "chow" that has been ineptly cooked on a "chattie," and cavil never an instant because the spoon that turned the eggs and sliced potatoes in the frying-pan is the only one available with which to dig out the condensed milk. His bed at night is a spinnaker sail spread on the floor of the boat, and his "chole hazri" on waking is just what he feels energetic enough to prepare for himself. All the way back to Hongkong he is care-free and aglow with the happiness he has found, and immediately he steps ashore, he is once more a prey to convention and a victim to the petty worries that civilization imposes. How is it these should be so important in the street, and so easily disregarded by him in the wilds? The suggestion is that the voyager is a phenomenon of reversion, and that the magnet of civilization only pulls when one comes within its limited radius of attraction.

A consular convention between the Dutch and Japanese Governments, with regard to the Dutch colonies in the East Indies, was signed on April 27th.

On Sunday night three men were taken from a house at 192 Wellington Street to the Government Civil Hospital suffering from the effects of poisoning after having eaten a fowl. Two of the men have since died.

Last week there were 143 cases of plague, 109 being fatal. In the 48 hours following, there were 22 cases of which 15 were fatal. Thus at noon yesterday the totals stood at 539 cases, and 447 deaths. Other communicable diseases have dwindled to practically unimportant figures.

A notification appears in another column that the Boa Vista Hotel, Macao, will be let by public tender on a three years' lease from the 1st proximo. The upset value of the lease is \$3,500 per annum, corresponding to \$330 a month.

The argument in the murder trial will be heard before the Chief Justice on Thursday. It will be remembered that the three prisoners were at the Supreme Court last Thursday found guilty of the triple murder near Shatin in December 1903 but sentence was deferred on the application of the Hon. Dr. Ho Kai on the ground that a material point of evidence had been omitted.

In the multitude of prisoners there is variety of crosses, and when seventeen defendants were brought before Mr. Wood at the Magistracy yesterday there were as many different excuses. Among the number were: "Went there to buy socks, went there to rest, just came in, just finished washing my hair, took the baby there, went to see my uncle, went to see a friend, went to see my partner, went there to borrow two dollars, etc." The first two were fined \$4 each, the next thirteen \$3, and the two women were cautioned.

Mr. F. E. Smith, M.P., said at Huddersfield that, as a test of whether the supporters in Parliament of the Licensing Bill, were in earnest about the presence of alcohol being a temptation, he proposed in a few weeks to introduce a Bill that, having regard to this feeling in the Government, no alcoholic drinks be sold within the precincts of the House of Parliament. He would watch where the support to the Bill came from. The Chancellor of the Exchequer he added, went to try to keep Mr. Churchill's seat at Manchester, and offered to bet that old-age pensions would be established in twelve months. It was an admirable offer by a member of a Government which had introduced a Bill to prevent street betting.

The German transport "Rhein" arrived in port yesterday on her way to Tsingtau carrying 48 officers, 61 petty officers and 1,062 men. Most of the officers and men spent the day ashore. She leaves to-day.

At the Supreme Court yesterday afternoon the Hon. Mr. Pollock, K.C., submitted a document which had not been stamped and before the Chief Justice would accept it as evidence he imposed a penalty of \$30, the fine being ten times the value of the stamp which should have been used.

At the shipbuilding yard of Messrs. W. Bailey & Co. on Sunday the steamer "Hanping" was launched for the Hanyang Iron and Steel Works, Hankow. Miss Quessie Lambert performed the christening ceremony. The vessel, a steel screw steamer, is the largest yet launched by the company.

The return of visitors to the City Hall Library and Museum for the week ending the 31st May, 1908, shows that of non-Chinese there were 283 to the Library and 110 to the Museum and of Chinese 143 to the former and 1,629 to the latter. The Library was therefore used by 426 persons and the Museum by 1,739.

Negotiations are in a forward state for the acquisition by the Admiralty of about three hundred acres of additional ground at Rosyth for the erection of a large explosive factory. The proposed site of the factory is about two miles westwards from the Admiralty's present western boundary at Rosyth, and consists of cultivated land. The price, which, it is understood, has been practically agreed upon, has not been disclosed.

Count Zeppelin's new ship No. 4, which is almost completed, will have cost £20,000. It is 444 feet in length the diameter of the balloon is fifty feet, and it will be driven by three Daimler motors, each of 140 horsepower. Count Zeppelin hopes that the new balloon will attain a speed of forty-seven miles per hour and calculates that it will be able to travel without landing for about 1,341 miles. It will be provided with searchlights for night travelling, and a complete apparatus for sending and receiving wireless telegraphic messages.

The reward for hard work and meritorious conduct was awarded at Montemorency a few days ago to Miss Louise, who was crowned with a wreath as "rosiere" of the town, an honour which falls only to the most industrious and respected. The mayor, who conducted the ceremony, remarked that the town should be proud of so blameless a life as the "rosiere's." The same evening the "Mail" says "the paragon eloped with one of the local policemen, a married man."

It seems that, unlike an osculatory demonstration, a blush can be scientifically defined. A physician attempts it as follows:—A blush is a temporary erythema and coloristic effluence of the physiognomy, etiological by the perceptiveness of unequilibrium from a sense of shame, anger or other cause, eventuating in a precession of the vasomotor nervous filaments of the facial capillaries, whereby, being dilated of their elasticity, they are suffused with radiance emanating from an intimidated precordia.

A German freight vessel, which recently arrived at Boston from Calcutta, had on board 400 monkeys, a number of ligars, leopards, and snakes, and a big cargo of rum and molasses. When about a week out an orang outang got loose and went around breaking open the monkey cages. Before the crew could stop him the 400 monkeys were roaming around the decks. They got into the cargo, got drunk on rum, and emptied molasses over everything. To add to the trouble the tiger and leopard also broke loose. The crew was powerless, and the ship was given over to the animals she decked.

Last month at the City of London Chess Club, Dr. E. Lasker, the chess champion of the world, played singly against a strong team composed of twenty amateurs, including many well-known players.

Appended is the score:

A. Stephens	...	F. Wilkinson	...
B. P. Mitchell	...	C. E. Wood	...
E. G. Sergeant	...	G. E. Wainwright	...
C. J. Wood	...	R. C. Griffith	...
C. Hamond	...	E. Morgan	...
E. McDonald	...	H. J. Snowden	...
H. S. Barlow	...	G. F. Williams	...
T. R. Ross	...	J. H. Blake	...
A. Allcock	...	E. G. Montgomery	...
A. CHE	...	A. Bamfield	...

It will be seen that Dr. Lasker did not lose a single game, though a large number of games were drawn, only one being unfinished at a late hour.

Several engineers and about 40 hands of the Baltic shipbuilding yards have left St. Petersburg for the Far East in order to put together the gunboats which have been built to act as guard-ships on the River Amur. The component parts of the gunboats were recently despatched by rail to Khabarovsk, where their reconstruction will be effected. The workmen selected will receive double wages during this period of their employment. Many of them are accompanied by their families and have expressed the wish to settle in the Ussuri district after the work on the gunboats is finished and assist in the construction of the Amur Railway. The Ministry of Finance has decided upon issuing through passenger tickets from London, Paris, Brussels, Antwerp, Berlin, and some other European cities to Vladivostok, and thence to the principal Japanese ports. The sea passage will be accomplished on vessels of the Volunteer Fleet. The new tariff which has been decided upon will come into force on July 14th.

Sir T. Fowell Buxton, Bt., presided at the 109th annual meeting of the Religious Tract Society held last month in the Queen's Hall. The society is engaged in raising a special fund of £20,000 for immediate expenditure in the distribution of Christian literature in China. Speaking of "the awakening of China," Professor A. Macalister, recently returned from the Far East, said that so far books on science were very scarce, and those which came from Japan were, unfortunately, nearly all on materialistic lines. Through the English Nationalist Press the books of Herbert Spencer, J. S. Mill and others were held up, while the teaching of Christ was looked upon as an anachronism. One feature of the "awakening," which foretold the imminence of a wonderful change, was the prevailing spirit of militarism. Formerly the soldier was despised, but now there was compulsory military training in every Government school.

No sane Englishman will question the soundness of the conclusions expressed in Lord Fisher's contribution to the new issue of the "National Review." He points out clearly and simply the enormous changes which have taken place in the balance of sea power during the last two decades, and shows that while the rise of the Japanese power in the Far East, and of the American navy in the Western Pacific have taken away the supremacy we formerly enjoyed in those waters, it is really the development of Germany's navy that has transferred the centre of gravity of maritime power to the North Sea, and it is with the future of that navy that we are most concerned. We have no right to carp at Germany for having great naval ambitions, but we have a right, as well as an obvious duty, to watch every step of her progress, and to take measures for keeping our own fleet in a condition to meet any possible emergency. If there is to be a race between the two countries it may be concluded in the spirit of friendly rivalry. But it is a race in which we must win, at any cost, for the alternative is decay and disintegration.

The Agent-General for Queensland is asking for tenders for a combined passenger and cargo service to Brisbane, calling at Thursday Island, Townsville, and Rockhampton, via Torres Straits. Tenders must be in by July 15, at which date the Premier of Queensland, the Hon. William Kidston, will be in London. The service is to be four-weekly, and the tenders may be for five, seven, or ten years. The vessels must have a net tonnage register of 3,000 tons minimum, and each vessel must have refrigerating space of 80,000 cubic feet. White men must form the crew, and the length of the voyage is set down at 50 days London to Brisbane, and vice versa. The outward steamers are required to carry emigrants at £12 per statute adult. The British India Company formerly ran a subsidised line to Queensland ports, via Torres Straits, with great acceptability to all interests in that colony. When it was first started early in the 'eighties, the subsidy was £56,000 a year, and in a modified form the service was renewed at £19,000 a year when the original contract ran out. Since 1903 the monthly steamers of the British India Company to Queensland ports take the Cape route. The Torres Straits route has great possibilities for British steamship companies. Travellers would find the fine weather voyage, the sail at Java, the picturesque volcanic island route through the Arafura Sea, and the scenery down the northern coasts of Queensland most attractive.

ARRIVAL OF THE "KALGAN."

Messrs. Butterfield & Swire despatched the s.s. "Teon" (Capt. Outerbridge) at six o'clock yesterday morning to search for the missing steamer "Kalgan," and H.M.S. "Astrea" left the Harbour at seven o'clock on the same mission. When the cruiser was about thirty-five miles out from Hongkong she received a message by wireless telegraphy stating that the "Kalgan" had been reported from Gap Rock. The "Astrea" thereupon steamed after the "Teon" and reported the intelligence. Both vessels returned to the Harbour about 12 when the "Kalgan" also came in.

The "Kalgan" (Capt. Lewis) left Hoilo for Hongkong on the 24th ult. at daylight. The wind was then S.E., but it was subsequently shifted to South. After passing Cobia Island at 2 p.m. on the 25th ult. the ship encountered the full force of the typhoon and was driven out of her course to the vicinity of Lingayen Gulf where the Captain deemed it prudent to seek shelter and he anchored there for forty hours until the typhoon had passed away to the North East.

The "Teon," it may be added, left Manila on the 23rd ult. and ran right across the track of the typhoon. She reached Hongkong on Saturday morning, twenty-four hours late.

THE KAISER AND THE NUN.

The special correspondent of the *Neues Wiener Tagblatt* at Corfu relates the following interesting incident:—The German Emperor, since he came to Corfu, has visited various ancient churches and monasteries to inspect old church paintings. He visited also "Death Island," where an ancient nunery exists. The Royal visitors, arriving unexpectedly, found the superior cleaning the church lanes and two nuns scouring the floor. The Kaiser entered into conversation with one nun, while King George acted as interpreter. The Kaiser asked the nun, who is thirty-five years old, how long she had been in the nunery. She replied, "About twenty years." The Kaiser remarked that she must have commenced her "novitiate" very early. She said, "At sixteen." "His Majesty then asked, 'What caused you, when so young, almost a child, to renounce the world and its pleasures?' Some great misfortune?" She answered, "No; only love for God. And you, who have remained in the world, what pleasure do you find in it?" The Kaiser, without replying, asked, "Did it cause you no sorrow to sacrifice your youth?" She said, "What is youth? A dewdrop in the field, which Nature gives in the night and which disappears with the first rays of the morning sun." After this the Kaiser left her, shaking his head.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AMERICAN FINANCIAL REFORM.

LONDON, 1st June.
The United States Senate has adopted the Currency Bill. Senator Lafollette spoke for nineteen hours.

OBITUARY.

LONDON, 1st June.
Sir John Evans is dead.

THE DERBY.

LONDON, 1st June.
Betting on the Derby is 6½ to 1 against the King's horse Perrier and Norman III and 7 to 1 against Mountain Apple, and 8 to 1 against Sir Archibald.

[N.C. Daily News Service.]

CHINESE DESPERADOES IN KOREA.

Tokyo, May 22.
Telegrams from Seoul announced that in view of the state of uneasiness produced by 300 Chinese poachers in the north of the Phougan province, a Customs cutter was dispatched on Wednesday.

The Chinese, however, fired upon the cutter and captured five Japanese warders. Japanese gunboats and the Chinese Consul have hastened to the scene.

HONGKONG SANITARY BOARD.

A special meeting of the Sanitary Board was held on June 1st at the Board Room. The Hon. Dr. J. M. Atkinson (president), presided, and there were also present Captain Lyons, Hon. Mr. Irving, Mr. Lau Chu-pak, Mr. Fung Wa Chun, and Mr. McI. Messer, (Secretary). The President said they would be glad to hear that the second outbreak of rinderpest at the Dairy Farm was now over, and the premises had been disinfected. It was only necessary for the Board now to rescind the resolution passed declaring the place to be an infected area. He moved accordingly.

Mr. LAU CHU-PAK seconded, and the resolution was carried.

This was all the business.

The council of the Royal United Service Museum, Whitehall, state that Mr. W. W. Astor has given to the museum the following relics which were recently purchased by him:—The flag of the United States frigate Chesapeake, taken by her Majesty's ship Shannon at the memorable fight on June 1, 1812; the field trumpet used at Balaklava by Trumpet-Maj. Henry Joy, 17th Lancers, to sound the order for the charge of the Light Brigade on October 25, 1854; and his medals, consisting of the Crimean medal with four clasps, the medal for distinguished conduct in the field, the medal for long service and good conduct, and the Turkish Military medal.

THE ORDER OF ST. MICHAEL AND ST. GEORGE.

BISHOP'S EXTRAORDINARY CLAIM.

The Prince of Wales, as Grand Master and first and principal Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, was present at the annual service of the order in St. Paul's Cathedral in commemoration of St. George's Day.

His Royal Highness was accompanied by the Princess of Wales. Members of both the Services who have been distinguished in Colonial administration were present at the ceremony, and resplendent in full uniform and bicorn hats with orders, they made a glittering spectacle in the Cathedral.

One looked in vain, however, for the gorgeous mantle of the order of blue satin lined with scarlet silk and the ostrich-plumed chapeau, for it had been decided that full robes were not to be worn.

All the chief officers of the order, the Duke of Argyll (Chancellor), Sir Montagu Osmann (Secretary), Sir Francis Hopwood (Registrar), Sir William Baillie Hamilton (Officer of Arms), were at the west door to receive their Royal Highnesses.

Other members present were Lord Stanmore, Field-Marshal Sir Evelyn Wood, Viscount Knutsford, Sir John Kirk, Earl of Onslow, Earl of Kintore, Earl of Jersey, Sir Cecil Smith, and Sir Charles Rivers Wilson.

The service, which included the roll-call of the order and ended with the National Anthem, was held in the chapel of the order, which is situated in the nave just to the north of the choir, and the little chapel itself could not contain the whole of the distinguished company, which overflowed into the body of the cathedral itself.

Bishop Montgomery, the Prelate of the Order, in the course of his sermon said:—"Since we last met here for worship one's eye at least has been taken in such a direction. I have been able, kneeling here in your chapel, to bring before God the name of every member of this order, 1186 in all, each taken separately, after first reading the record of his work printed in our books. By an hour at a time for many days this pleasant task has been made possible."

Following the sermon, Sir William Baillie Hamilton read the list of members who had died during the past year, all present at the service reverently standing, and a service of commemoration was read.

After the blessing the National Anthem was sung, and their Royal Highnesses were then conducted to their carriages.

Mr. C. J. Carter, the great will open, arrived in the Colony yesterday, and magician a season of wonderful entertainments in the City Hall on Thursday night. The bookings at present are very satisfactory.

SUPREME COURT.

Monday, 1st June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR F. PIGGOTT).

CLAIM AGAINST THE RUSSO-CHINESE BANK.
Li Yan Sam v. the Russo-Chinese Bank. This was a special jury action in which the plaintiff claimed \$41,416 from the defendants, being money alleged to have been handed to defendants for transmission to Shanghai on behalf of the plaintiff, Mr. M. W. Slade, instructed by Mr. C. H. Bavis, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the defendants. The special jury was empanelled as follows; Messrs. D. W. Craddock (foreman), H. P. White, W. B. Walker, W. L. Carter, A. O'D. Gourd, E. G. Barrett, C. H. Ross.

Mr. G. P. Lammert was called but exempted by agreement between both parties. The statement of claim set forth that the plaintiff was a banker residing at Nanking and carried on business at 179, Des Voeux Road, under the style of Yee Sun Yuen Koo. On 3rd January, 1907, the plaintiff requested the defendants, who carry on a banking business at Princes Buildings, Hongkong, to transmit the sum of taels 30,000 to Shanghai by telegraph and paid to the defendant \$40,961.39 being the amount demanded by them. They gave to the plaintiff a written acknowledgment of the receipt of the \$40,961.39 but the defendant did not transmit said sum or any part thereof to Shanghai, and on the 24th January 1907, plaintiff demanded repayment of the amount stated but defendants had not repaid the sum. The plaintiff therefore claimed \$40,961.39 and interest thereon from the 24th January 1907 at the rate of 5 per cent per annum until payment or judgment.

The defence was a denial of having been asked to transmit the money stated to Shanghai or having received the \$40,961.39.

Mr. Slade in opening said that the plaintiff carried on business in many places in China and he had a branch in Hongkong which was maintained almost entirely for the purpose of receiving and transmitting money for the active working branches in this part of China, such as Canton and Swatow. The business was a large one and there was transmitted to Shanghai chiefly by telegraphic transfer as much as three or four million taels a year. The practice of the firm was to obtain quotations from individual banks from day to day and to send by the bank which offered the cheapest rate. During the eighteen months prior to the transaction of 3rd January, 1907, the plaintiff transmitted over 80,000 taels through the defendant bank. Plaintiff's manager here having received the money would make inquiries from the various banks—of course dealing with the compradors—as to the rate of exchange. Mr. Slade then detailed how the manager used to interview the compradors of the defendant bank to ascertain the rate, and after it had been confirmed by the manager of the bank, obtain an order in writing. At the time in question the same procedure was adopted as in the 30 or 40 previous transactions. Plaintiff's manager saw the compradors of the defendant bank and arranged for the transmission of taels 20,000 at the rate of 73½, the agreement being that he would bring the money to the bank next morning. On arrival at the bank next morning he arranged for an additional taels 10,000, but the rate quoted then was 73½. The compradors wrote on a slip of paper the amount, the rate of exchange, and the sum of \$41 deducted from the total, this being a return of part of his commission which the compradors were in the habit of giving to his Chinese customers. This was the practice of bank compradors, the commission allowed in this instance being \$1 per \$1,000. Having received the account, the manager went away and returned with the money, which he paid over and got his book chopped. He then telegraphed to Shanghai announcing that he had remitted the money, and he made the usual entries in his book. Three or four days afterwards he received a telegram from Shanghai complaining that the money had not been paid, and when he went round to the bank the compradors told him not to worry as such delays were not uncommon. Still the money was not paid and when he went to the bank again the compradors said the bank manager would write on the matter. There being no reply forthcoming, the manager placed the matter in the hands of a solicitor and when he wrote the Bank denied all knowledge of the matter. Shortly afterwards the compradors informed the plaintiff that he was sorry he had treated him badly, as he had temporarily used the money, and had been surprised by the solicitors' letter. When pressed, the bank denied liability and a letter written by the compradors was sent to the manager of the plaintiff firm in which the writer admitted appropriating the money with full intention of repaying, but tightness of money preventing him from doing so at present. He would however raise several thousands from his friends and give promissory notes for the balance. In flowery language he wrote of his not daring to show his face nor his eyes, and asking the plaintiff who belonged to a rich and noble family to consent to the arrangement which he proposed and lay up a store of good deeds. Plaintiff declined to have anything to do with this arrangement, and looked to the Bank for payment.

Evidence was then given and the case adjourned.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creams, Charms, Lait Charnant and Special Skin Tonic and Poudre Charnant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

INSURANCES

NORTH BRITISH AND MEEGAN-TILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1907
\$1,787,119.

I. AUTHORIZED CAPITAL... \$2,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FUND... 3,388,729 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.
Hongkong, 27th April, 1907. 1148

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & CO.
Hongkong, 18th August 1908. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKEYMAN & CO.
Agents.
Hongkong, 21st April, 1897. 114

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case where the cargo is not insured.

DODWELL & CO., LIMITED.
Agents.
Hongkong, 26th May, 1908. 8

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

THE Steamship "SURUGA" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery will be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 30th June, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 P.M.
No Fire Insurance will be effected by us. Bills of Lading will be countersigned by **DODWELL & CO., LTD.**
Agents.
Hongkong, 26th May, 1908. 891

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd June, will be subject to rent.
All damaged packages must be left in the Godowns, where they will be examined on the 3rd June, at 11 A.M.
No claims will be recognized if not presented within 14 days of the ship's arrival.

MCCLEOD, BROS. & COV.
Hongkong, 28th May, 1908. 803

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer.

"ARCADIA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From London, &c., at 3 P.M.
From Persian Gulf at 3 P.M.
From Persian Gulf at 3 P.M.
From Persian Gulf at 3 P.M.
Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th June, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
F. J. ABBOTT.
Acting-Superintendent.
Hongkong, 28th May, 1908. 1

NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 9.30 A.M.
All Claims must reach us before the 10th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO.,
Agents.
Hongkong, 30th May, 1908. 5

FOR SALE

FOR SALE

FINE SITE on the Bowen Road, ready for Building at a Cheap Price.
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.
Hongkong, 16th May, 1908. 853

FOR SALE

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95
2,000 do. ... \$35
1,500 do. ... \$25
1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL BIRTHDAY ALBUMS, STAMP, POSTCARD AND BIRTHDAY GOODS. And all other Philatelic Goods.
GRACE & CO.,
— Hongkong Hotel Corridor.
Hongkong, 9th May, 1908. 645

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT"
— 2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 563

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

THORNE'S

OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILA.

A. S. WATSON & CO. LTD.

As supplied to the House of Commons.

MARTIN'S

APOL & STEEL

FOR LADIES' PILLS

These tiny Capsules—superior to Copaliba, Cubeba, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name (MIDY)

FOR DISEASES OF THE CHEST.

GRIMAULT'S

SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for Consumption, Obstructive Coughs, Colds, Discharge of the Chest, Lungs, and BRONCHIAL TUBES.

F. J. ABBOTT.
Acting-Superintendent.
Hongkong, 28th May, 1908. 1

SCIENTIFIC MISCELLANY.

AN AEROPLANE MOTOR—THE KITE AS MAIL CARRIER—A CUBE FOR STAMMERING—VISUAL ELECTRICITY—A UNIQUE OPERATION—THE LIGHT CARRIED BY BIRDS—WAVES IN THE PHOTOPHOBIC OCEAN—THE NEWEST DISINFECTANT—COMBINATION MOTOR-FUEL.

While aeroplanes of metal and canvas may be kept aloft by steam or gas engines, the maximum possible power with the minimum weight is needed for the best results, and for this Prof. Carl Barns of Brown University has suggested some form of modern explosive, especially one of those that can be made into wires or ribbons. A serious difficulty is to control the great power thus available. Some plan of cold storage is suggested as an aid in achieving this end, as explosives generally tone down with lowering of temperatures, and the cold of the upper atmosphere may contribute towards maintaining the proper cooling. The solution of the problem of flight may possibly depend upon the grading of the power by means of cold. The motor would yield all power needed under any emergency, and would make it practicable to carry stored energy for long trips.

The carrier-kite for messages that has proven successful in the trials of S. H. R. Salmon at Brighton, Eng., is of the rhomboid-box type, and has a rope 200 feet long, with a drag 66 feet long and weighing 6 pounds. Two tests with a wind blowing toward France were very satisfactory, the kite having been picked up on the first occasion within twelve hours after having reached Vierville, in France, at a distance of 10 miles. An earlier kite was a diamond-box, with a longer rope and heavier but shorter drag, but its flying was never reported.

In a number of English schools, stammering in children is now being treated systematically, with breathing exercises, followed by vocal gymnastics, and then by a combination of vocal, breathing and physical exercises, together with dumb bell practices. This is continued daily for six weeks, excellent results having been reported.

By his experiments and actual photographs of the invisible, Frederik Hovendaa, Vice-President of the London Institution, claims to prove that electricity, heat and ether are a single fluid that can be made visible by proper illumination, that electricity or ether is given off through the pores of the human skin, and that the specially illuminated electrical emanation can be photographed and reproduced by the cinematograph. His apparatus for giving visibility seems to be a square glass box filled with a mixture of cigarette smoke and air. When the tip of the finger is put through a hole in the bottom of the box, or "analyser," under the light of a powerful arc-lamp, the exhalation from the skin is seen to rise, even through a tight-fitting rubber cap, and may be photographed. The galvanometer showing the presence of electricity is affected by the emanation penetrating the rubber.

In the remarkable German case lately reported by Prof. Siltan, a man of thirty was completely restored to health after he had shot himself through the heart with a small-calibre revolver. Thirty hours after the shooting an incision was made in the breast. As the cardiac sac was opened a great quantity of blood oozed out, but the front side of the heart showed only a small spot of blood, though a small ragged wound—a fifth of an inch across—appeared on the outer surface of the heart. The ragged edges were joined with three stitches of fine silk thread, while the slit in front was also stitched for safety. The strongly-beating heart was not easily handled, but every time it was turned to the right for a stitch the pulse almost ceased. Recovery was complete in six weeks.

The "luminescent owls" that lately started certain good Britons almost certainly owe their light, it is now agreed, to foreign matter on the feathers. This is probably phosphorescent bacteria from decaying wood, but it might be a phosphorescent feather-fungus such as is known in geese, or an excessive secretion of oxidizing oil from a diseased condition of the oil-gland.

The granules which cover the surface of the sun, as seen with suitable lenses, have been regarded as great clouds of blazing gas floating on a less luminous atmosphere, but a different view is reached by S. Chavaler as a result of his observations during the last two years at the observatory of Zies, in China. The granules appear to be connected in systematic groupings, instead of single, with some systematic differences in the groupings. The life of the granule is perhaps not more than ten minutes, but in that time it can undergo many changes in shape and brilliancy, and it may move at any rate from almost imperceptibly slow to as much as twenty miles a second. It may move in any direction, quite independent of the motion of other granules. What seems to be significant is that no granule has ever been seen to move as far as its own length or breadth, and it is concluded that the movements are not those of flying clouds, but of billows or ripples of clouds on the choppy atmospheric ocean. Each short, quickly changing wave, however, is thousands of miles across.

The antiseptic method of method of disinfection has given favorable results in the practical tests of A. Eichengrün, a German chemist, who reports it to be effective in large or small spaces. Antiseptic is a new disinfectant, in the form of a heavy white powder, consisting of a mixture of solid formaldehyde with the peroxides of the alkalies or the alkaline earths, and it possesses the property of giving off gaseous formaldehyde and oxygen when water is added. For continuous disinfection of public buildings or railway cars it is only necessary to sprinkle a little of the powder about the floor, the mixture of the air producing gradual decomposition.

In forming alcohol and acetylene fuel by the patented process of Barker and White, vaporized denatured alcohol is conducted over dry calcium carbide, when the moist vapor causes the carbide to give up some acetylene. The mixed vapor gives quicker and better ignition in motors with high oxidizing value on account of removal of the water.

RIVAL FLEETS.

GERMANY'S SEA POWER.

Viscount Escher contributes a paper to the "National Review" entitled "To-day and Tomorrow," in which he considers, in their broadest aspects, the questions of naval and military defence. He points out that the story of the past two decades shows that at no time in all our history has greater keenness been displayed in Parliament and in the Press on naval questions, and during that period the annual charge for the fleet has almost doubled.

During this period, however, a material change has occurred in the balance of naval power, both in the eastern and western hemispheres. Twenty years ago, in the eighties, France appeared to be the only rival to Great Britain at sea, and the centre of gravity of maritime power in Europe was still sought for in the Mediterranean. Today it has shifted to the North Sea, while in the Pacific the naval power of England has yielded to the United States on the western littoral and to Japan in the Far East. Even ten years ago, on the eve of the South African War, the flag of England flew supreme over the oceans and seas of the world. To-day we have been forced to abandon our supremacy over the great waterway which separates Canada as well as the United States from the Far East.

Although we may flatter ourselves with the pleasing thought that this abandonment is due to the Japanese Alliance, on the one hand, and our blood relation to the United States, on the other, it is due, in point of fact, to the rise of German sea-power. The centre of gravity of maritime power, owing to the weakness of the French and mainly to the enormous growth of the German fleet, has shifted from the Mediterranean to the North Sea. So rapid has been the acquisition of naval strength by Germany, and so formidable are her fleets in being and in preparation, that she has forced upon England a concentration which has thrown the control of the Pacific into other hands.

Concurrently with this development of sea-power Germany has shown a determination to compete with Great Britain for the carrying of the world. Her mercantile marine, both in effort and in attractiveness, and in freight charges, has become a serious rival to ours. The traders of the world are covered with German shipping, and into every nook and corner of the civilized and half-civilized world German goods rapidly and surely are pushing their way.

In Lord Escher's opinion this rivalry may prove of a friendly character, but on one condition only, "that condition being that we retain the undisputed command of the sea—approaches to our shores."

Across the North Sea lies a nation already sixty millions strong, with the most highly trained and formidable army, over known in history, a nation highly educated, unequalled as yet by luxury, proud of its achievements, ambitious for its future, and dependent for its further development upon finding outlets for a population growing and confined, and upon creating markets for its manufactures. A German statesman, or publicist, or merchant, looking abroad and ahead, sees in the immediate foreground—while Russia lies still in half-awakened torpor—the rivalry of England. Is there any Englishman who, in their place, would not feel the same? This is not the language of fear or dislike or of unreasoning jealousy. The German are a proud people struggling for commercial supremacy and determined to achieve their purpose. Like other commercial rivals, the rivalry of nations requires a victim. They look to themselves, and we have to look to ourselves.

Let Germany force the pace, but let England win the race. Of any sound scheme of national or Imperial defence, naval supremacy based upon the simple proposition of two to one is the vital essence.

The question above all other questions vital to the electorate and to every British man and woman, whether resident in these islands or beyond them—is whether the present Board of Admiralty, that primary duty of its existence; that primary duty being to ensure supremacy at sea not only to-day, and not only to-morrow, but on the day after to-morrow. Naval supremacy cannot be extemporized. It must be forecast and carefully prepared.

Lord Escher does not attempt to prophesy the future, which the expenditure on the British fleet may stand five years hence, or even next year. Although sixty millions annually are voted for the militant services of the nation, he points out that "it cannot be said that the highest naval and military authorities ever expressed themselves satisfied that Great Britain possesses either a fleet or an army at all adequate to her requirements."

Curiously enough, the House of Commons which has to vote these enormous sums, takes Great trouble—by means of a Standing Committee—to see that every penny is applied to the service for which it is voted. This committee overhauls accounts, calls witnesses, who are examined and cross-examined, and in short possesses very wide powers, which it exercises thoroughly with excellent results. But there is no Standing Committee to require whether the money voted is spent to the best advantage. There are discussions upon the Navy and Army Estimates in the House itself, and year after year the country watches with sad amusement painstaking and conscientious members of Parliament, striving for information, being fenced with by Ministers who are wringing with anxiety to preserve proper official reserve and the consequent respect of their Departments.

It is suggested that England might copy the French custom of submitting the estimates for the two services to "committees representing all sections of the Chamber, with wide powers of examination, extended in some cases to visual tests, and with instructions to report the result of their labours to the Chamber itself." Lord Escher, however, does not carry the comparison of this proposal any length in this French paper, and he does not suggest in a higher method of examination results in a higher standard of efficiency in the United Kingdom, or that, as a consequence, the highest naval and military authorities in France express themselves satisfied with the national defences.

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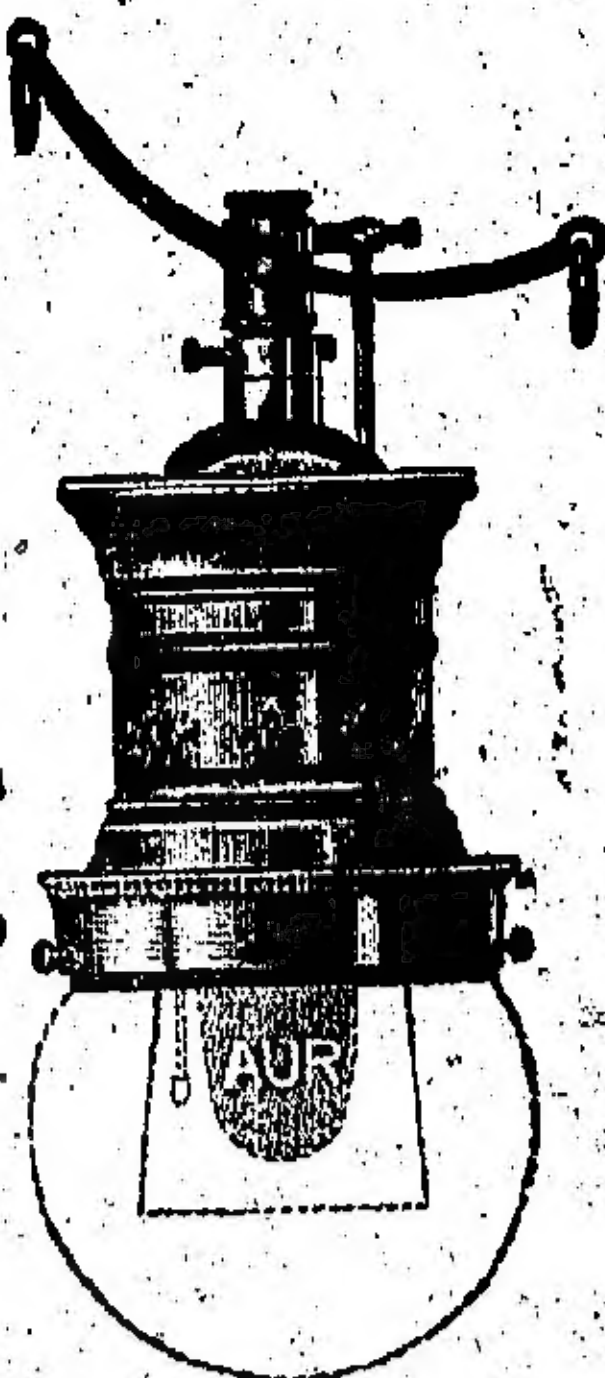
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NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" Brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

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For BORDEN'S CONDENSED MILK CO.,
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Sole Representatives in Hongkong.

Hongkong, 25th May, 1908. 888

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK." A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 981 "
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DOCK No. 1.
Extreme Length... 583 feet.
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Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 61

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 550 "
Width of Entrance on Top... 66 "
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PATENT SLIP. Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

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NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL, St. Louis, 1904.

DOSE: A Wineglassful in the morning before Breakfast.

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SHIPPING.

ARRIVALS.

BUJUN MARU, Japanese str., 1,816, I. Ijichi, 1st June—Fookchow 30th May—Osaka Shosen Kaisha.

DEWAWONOR, German str., 1,157, F. Behwaldt, 1st June—Bangkok 24th, and Swatow 31st, Rice—Butterfield & Swire.

HAILAN, French str., 377, O. A. Horg, 1st June—Hobow 31st May, General—A. R. Marby.

HANKANG, British str., 1,207, Trowbridge, 31st May—Chinking 26th May, General—Butterfield & Swire.

INVERAN, British str., 2,853, Marshall, 1st June—Newcastle 9th May, Coal—Shewan, Tomes & Co.

KALGA, British str., 1,143, R. Lewis, 1st June—Holla 24th May, General—Butterfield & Swire.

KIANGING, Chinese str., 1st June—Canton.

KNITSBERG, German str., 946, D. Houk, 31st May—K. C. Wan 20th May, General—Johsen & Co.

RHEIN, German transport, 6,307, Franck, 1st June—Bremen 25th April, and Colombo 21st May, General—Melchers & Co.

RUPI, British str., 1,511, R. V. Almond, 1st June—Munich 30th May, General—Shewan, Tomes & Co.

TAISHAN, British str., 1,321, J. T. Leung, 31st May—Suigon 27th May, Rice & General—Hindley & Co.

TAKASAKI MARU, Japanese str., 3,000, A. Mooker, 1st June—Bomlay via Ports 17th May—Cotton, Twist and General—Nippon Yusen Kaisha.

THURUGAN MARU, Japanese str., 1,128, K. Shimizu, 31st May—Kuchinotsu 26th May, Coal—Mitsui Bussan Kaisha.

CLEANANCES.

At the Harbour Master's Office.

1st June.

Chilli, British str., for Hobow.

Hankang, British str., for Canton.

Hankang, Norwegian str., for Sourabaya.

Yonglee, British str., for Singapore.

DEPARTURES.

1st June.

CHIPSUNG, British str., for Canton.

CHUYEN, Chinese str., for Shanghai.

KOWLOON, German str., for Canton.

VELLORE, British str., for Chetoo.

SHIPPING REPORTS.

The British str. *Rubi* reports: Fresh N. E. wind and squally with heavy rain.

The Japanese str. *Buizen* reports: North Easterly gale and squally weather.

The British str. *Kalyan* reports: Typhoon West of Luzon, anchored for 4 hours. Gale of Luzon, heavy swell coming across Chinese Sea.

The British str. *Taihan* reports: Strong S. N. wind, South of Islands and high sea. Strong Easterly wind. North of Paracels and confused sea.

VESSELS IN DOCK.

June 1st.

ABERDEEN DOCK.—*Surgon, Fiana, Pilsen*.

KOWLOON DOCK.—*H.M.S. Taku, Mania, Courtfield*.

COSMOPOLITAN DOCK.—

VESSELS PASSED ANJIE.

May 11, British str. *Islander*, Wright, May 9, from Singapore, for Christmas Island.

May 11, British str. *Arlo*, Hume, from Port Said, for Batavia.

May 11, British str. *Clan Fuarahor*, Wade, May 11, from Batavia, for Amsterdam.

May 12, Norwegian str. *Terjevik*.

May 13, British str. *Clan Leslie*, Goodwin, from East London, for Shanghai.

May 15, British str. *Islander*, Wright, May 14, from Christmas Island, for Singapore.

May 17, Dutch str. *Tandahs*, Kondenberg, from Amsterdam, for Batavia.

British str. *Pygmalion*, March 11, from New York, for Shanghai.

May 18, Dutch str. *Gede*, Werkhoven, from Rotterdam, for Batavia.

British str. *Gordon Castle*, from Mauritius, for Batavia.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY and FOCHOW.

THE Company's Steamship

"HAICHING,"

Capt. Passmore, will be despatched for the above Ports TO-MORROW, the 3rd June, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 29th May, 1908. 906

NAVIGAZIONE GENERALE ITALIANA.

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Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA,"

Captain Belaito, will be despatched as above on WEDNESDAY, the 10th June, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 29th May, 1908. 4

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

For SALINA CRUZ, MEXICO.

THE Steamship

"MARIE,"

Captain G. E. Christensen, will be despatched for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansions, Hongkong, 5th May, 1908. 804

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	To-morrow, at 5 P.M.
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	GLENHORN	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	Schönfeldt	SHAWAN, TOMES & CO.	About 22nd inst.
HAVRE & HAMBURG VIA STRAITS &c.	SEGOVIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 8th inst.
HAVRE & HAMBURG VIA STRAITS &c.	DORMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG VIA STRAITS &c.	ISTRIA	Ger. str.	k.w.	Erlang	HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG VIA STRAITS &c.	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 9th August.
MAARSELLES, ANTWERP, BREMEN & HAMBURG	THORNTON	Swed. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	To-day.
MAARSELLES, ANTWERP, BREMEN & HAMBURG	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	Beginning of June.
MAARSELLES, LONDON & ANTWERP VIA SINGAPORE &c.	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 9th inst., at 1 P.M.
MAARSELLES, LONDON & ANTWERP VIA SINGAPORE &c.	HAKATA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MAARSELLES, ROTTERDAM & HAMBURG	BRIGATIA	Ger. str.	k.w.	Girtenbriau	HAMBURG-AMERIKA LINIE	On 24th inst., at D'light
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BUELOW	Ger. str.	—	H. Foermeis	MELCHERS & CO.	On 28th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	TRIESTE	Aus. str.	—	S. Chianci	SANDER, WIELER & CO.	To-morrow, at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	VORONEZ	Rus. str.	—	A. Christensen	MELCHERS & CO.	About 23rd inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	COBANO	Brit. str.	—	A. Mooker	ARMHOLD, KARBBERG & CO.	About end of June.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	GHAEZE	Brit. str.	1 m.	T. Harrison	DOUGLAS, LAPRAIK & CO.	About 25th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	Zwart	DOUGLAS, LAPRAIK & CO.	On 8th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	SHANWUT	Am. str.	—	Dowson	DOUGLAS, LAPRAIK & CO.	On 4th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	ITO MARU	Jap. str.	—	G. Hooker	DOUGLAS, LAPRAIK & CO.	On 18th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KAGA MARU	Jap. str.	—	T. Stehr	DOUGLAS, LAPRAIK & CO.	On 6th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MARIE	Jap. str.	—	F. Mooney	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	TAISAN	Brit. str.	1 m.	P. Wheeler	CHINA COMMERCIAL S.S. CO.	On 22nd inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	YAWATA MARU	Jap. str.	—	R. Robertson	BUTTERFIELD & SWIRE	On 11th inst., at 5 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MANILA	Jap. str.	—	Rad. Meyer	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	NIKKO MARU	Jap. str.	—	Y. Fushio	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	CURONIA	Eng. str.	—	Broo	MELCHERS & CO.	On 18th inst., at 5 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BINGO MARU	Jap. str.	—	R. A. Peters	NIPPON YUSEN KAISHA	On 10th July, at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	TAKASAKI MARU	Jap. str.	—	C. C. Talbot, R.N.E.	MELCHERS & CO.	About 24th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	TIPODAS	Dut. str.	—	M. B. Lake	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KWITANG	Brit. str.	1 m.	E. J. Fokur	NIPPON YUSEN KAISHA	To-day.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KUBIHOW	Brit. str.	1 m.	Imben	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	AMIRAL MAGON	Fr. str.	k.w.	Spink	JAVA-CHINA-JAPAN LIGN	Quick despatch.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KOWLOON	Ger. str.	k.w.	W. Outerbridge	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	CHIPSUNG	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KWONGSANG	Brit. str.	1 m.	R. Almond	BUTTERFIELD & SWIRE	On 4th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	SHAORING	Brit. str.	1 m.	T. Meyrick	HAMBURG-AMERIKA LINIE	On 5th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	DORMUND	Ger. str.	k.w.	F. Samblit	JARDINE, MATHESON & CO., LD.	On 5th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KLEIST	Ger. str.	k.w.	E. J. Fokur	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	CHOSHEN MARU	Jap. str.	—	Pander	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	LYRIA	Ger. str.	k.w.		HAMBURG-AMERIKA LINIE	On 4th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	POLYTESIS	Fr. str.	—		MELCHERS & CO.	About 3rd inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MAITA	Brit. str.	—		OSAKA SHOSHEN KAISHA	On 5th inst., at 10 A.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	SARDINIA	Brit. str.	—		MELCHERS & CO.	Quick despatch.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	NAMBA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 8th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	TIHARI	Dut. str.	—		MESSAGERIES MARITIMES	About 8th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BUJUN MARU	Jap. str.	—		P. & O. S. N. Co.	About 11th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	HAICHING	Jap. str.	2 h.		P. & O. S. N. Co.	About 12th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	FUEFUKU MARU	Jap. str.	—		JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	DAIJIN MARU	Jap. str.	—		JAVA-CHINA-JAPAN LIGN	Quick despatch.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	CHIRI	Jap. str.	—		OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	HOHWA	Brit. str.	1 m.		DOUGLAS LAPRAIK & CO.	To-morrow, at 11 A.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	HOHWA & HAIPHONG	Brit. str.	1 m.		OSAKA SHOSHEN KAISHA	On 10th inst., at D'light
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MANILA	Brit. str.	—		OSAKA SHOSHEN KAISHA	On 7th inst., at 10 A.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at 9 A.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	On 2nd inst., at 3 A.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	MANILA	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	KUDAT & SANDAKAN	Brit. str.	—		JARDINE, MATHESON & CO., LD.	On 5th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BOMBAY VIA SINGAPORE & COLOMBO	Brit. str.	—		SHAWAN, TOMES & CO.	On 8th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BOMBAY VIA SINGAPORE & PENANG	Brit. str.	—		JARDINE, MATHESON & CO., LD.	On 12th inst., at 4 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	SINGAPORE, PENANG & CAUTTA	Brit. str.	—		SHAWAN TOMES & CO.	On 13th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BATAVIA, CHERIBON, SAMARANG, &c.	Brit. str.	—		MELCHERS & CO.	About End of June.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	TIPODAS	Dut. str.	—		NIPPON YUSEN KAISHA	On 5th inst.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.					CARLOWITZ & CO.	On 10th inst., at Noon.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.					JARDINE, MATHESON & CO., LD.	On 5th inst., at 3 P.M.
MAARSELLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.					JAVA-CHINA-JAPAN LIGN	About 1st inst.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSELLES, HAVRE, COPENHAGEN & GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOK	"CURONIA"	About 24th June.

For Further Particulars, apply to MELOCHERS & CO., AGENTS. 6

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSELLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU, Capt. N. Ohno, Tons 5189	WEDNESDAY, 10th June, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	HAKATA MARU, Capt. T. Murai, Tons 6181	WEDNESDAY, 24th June, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	ITO MARU, Capt. S. Ishikawa, Tons 6320	TUESDAY, 9th June, at 4 P.M.
MOJI and KOBE	KAGA MARU, Capt. G. S. Lapraik, Tons 6301	TUESDAY, 23rd June, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 12th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. T. Harrison, Tons 5539	FRIDAY, 10th July, at Noon
MOJI and KOBE	TAKASAKI MARU, Capt. A. Mooker, Tons 4746	TUESDAY, 2nd June, at Noon
BOMBAY via SINGAPORE, COLOMBO	MOYORI MARU, Capt. J. Handa, Tons 3773	FRIDAY, 5th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. T. Harrison, Tons 5539	WEDNESDAY, 10th June, at Noon
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christensen, Tons 6247	SATURDAY, 13th June, at Daylight

* Calling at Keelung.

† Cargo only.

‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, MANAGER. 356

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, YOKOHAMA & KOBE	"POLYNESIE"	About 8th June.
MARSELLES VIA PORTS	"ERNEST SIMONS"	On 9th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 22nd June, P.M.
MARSELLES VIA PORTS	"TONKIN"	On 23rd June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to— P. NALIN, ACTING AGENT, Queen's Building. 2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,606	E. V. Roberts	On 6th June.
* TREMONT	9,606	T. W. Garlick	On 1st July.
* SUVEREC	8,232	W. Shetton	On 23rd July.
* KUMERIC	8,232	Cowley	On 18th August.

† Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to— DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 3

VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.

S.S. "GHAZER" ... 8th June.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 28th May, 1908. 672

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SAT

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. E. W. Bruce	5 p.m., 3rd June	Freight and Passage.
SHANGHAI	MALTA Capt. R. A. Peters	About 11th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 12th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 13th June	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 2nd June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG AND HAIPHONG	"CHIHLI"	On 2nd June, 9 A.M.
MANILA	"TEAN"	On 3rd June, 4 P.M.
SHANGHAI	"SHAOHSING"	On 3rd June, 4 P.M.
HONGKONG AND HAIPHONG	"HUPEH"	On 5th June, 9 A.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.
NEW ZEALAND	"KWEIYANG"	On 11th June, 4 P.M.
MANILA ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, PORT WILSON, VICTORIA, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KYOWANG"	Tuesday, 2nd June, 4 P.M.
TIENTSIN via CHEFOO	"CHUPHONG"	Friday, 5th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 5th June, 3 P.M.
MANILA	"LOONGSANG"	Friday, 5th June, 4 P.M.
YUENSANG	"YUENSANG"	Friday, 12th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NANSANG"	Tuesday, 23rd June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG" and "KOWANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chfoo, Tientsin
and Newchwang.

Telephone No. 61

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Leyantia, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 4th June	FOR HAMBURG, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA ... 2nd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 8th June	FOR HAVRE & HAMBURG: S.S. SEGOVIA ... 8th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 16th June	FOR HAVRE & HAMBURG: S.S. SCANDIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 23rd June	FOR MARSEILLES ROTTERDAM & HAMBURG: S.S. BRISGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 30th June	FOR HAVRE & HAMBURG: S.S. DORTMUND ... 12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	FOR HAVRE & HAMBURG: S.S. ISTRIA ... 12th July
	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 9th Aug.

S.S. KOWLOON For TSINGTAI, NAGASAKI & VLADIVOSTOK On 5th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRAL- TAR, SOUTH AMPTON, ANTWERP & BREMEN	"BUELOW" Capt. H. F. F. F. F.	Wedday, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. R. Meyer	About Wed'day 3rd June.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINSSEN	Thursday, 18th June, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. S. S. S.	About End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELBOMERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1908.

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CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Colombo,
Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama,
Genoa to Hongkong in 30 DAYS.
NAPLES to Hongkong in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland and Europe } via Vancouver
Passengers to Vancouver } 13 Days
Yokohama to London and Paris } 28 Days

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRA L. MAGON ... 4th June	MALTE ... 12th Oct.
AMIRAL EXELMANS 25th July	CEYLAN ... 28th Nov.
OUSSANT ... 25th Aug.	CORSE ... 11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.
† New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE of 12 days
Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPERESS OF CHINA" 6,000	...	THURSDAY, 4th June ... 22nd June	
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 18th June ... 4th July	
"LENNOX" 3,700	...	THURSDAY, 18th June ... 17th July	
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 18th June ... 25th July	
"MONTEAGLE" 6,000	...	THURSDAY, 11th July ... 4th Aug.	
"EMPERESS OF CHINA" 6,000	...	SATURDAY, 25th July ... 15th Aug.	
"GLENFARG" 3,700	...	SATURDAY, 8th Aug. ... 16th Sept.	

• S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
• "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW ATLANTIC "EMPERESS" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... 240 ... 242
Intermediate ... 240 ... 242
and 1st Class Railways.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian Pacific direct Line.

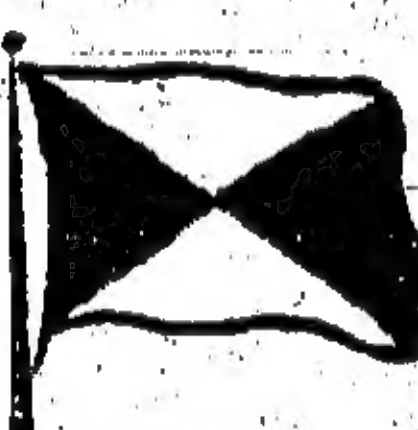
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDSSS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 6th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 18th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st June 1908.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
• SWATOW AND AMOY	"BUJUN MARU" Capt. ICHIO	WEDDAY, 3rd June, at 10 A.M.
• SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CHOSHUN MARU" Capt. Y. FUCHO	FRIDAY, 5th June, at 10 A.M.
• TAMSUI VIA SWATOW AND AMOY.	"DAIJUN MARU" Capt. I. SAKURAI	SUNDAY, 7th June, at 10 A.M.
• ANPING VIA SWATOW, AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WEDDAY, 10th June, at Daylight.

• These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1908.

T. ARIMA, Manager.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & C.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at low rates.

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FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOGES ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS
AMIRAL DE BROUQUON, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
BANRI MARU, Jap. str., 2,363, J. Yamamoto, 20th May—Moji 24th May, Coal—Fukusui & Co.
BOURBON, French str., 3,977, Le Bail, 30th May —Saigon 10th May, General—Chinese.
CANTON, Swedish str., 2,180, O. C. Nordfelt, 30th May—Moji 25th May, General— Melchers & Co.
CHIHIL, British str., 1,336, J. Warrack, 30th May—Haiphong May 27th, and Hoibow 29th, Rice & General—Butterfield & Swire.
CHITSHING, British str., 1,199, F. Mooney, 31st May—Tientsin, Chefoo & Withalwa 28th May, General—Jardine, Matheson & Co.
COURTIER, British str., 4,837, John Wiseman, 25th May—Moji 29th May, Coal—Mitsui Bussan Kaisha.
DRUFAB, Norwegian str., 1,102, J. Ding, 25th May—Bangkok 18th May, Rice—Butter- field & Swire.
EMPERESS OF CHINA, British str., 3,043, R. Archibald, R.N.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. F. R. Co.
GERMANIA, German str., 785, H. Flugel, 18th May—Saigon via Ports 6th April, Copra— Siemssen & Co.
HAIPHONG, British str., 1,267, Passmore, 31st May—Coast Ports 30th May, General— Douglas, Lapraik & Co.
HAIPHONG, French str., 500, Pomfret, 2nd April—Haiphong 18th April, Ballast— Wilks & Jacks.
HENRIK THSEN, Norwegian str., 2,937, J. S. Petersen, 24th May—Moji 18th May, Coal—Mitsui Bishi Goshi-Kaisha.
HILARY, German str., 1,270, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Wieler & Co.
HINSHAW, British str., 2,346, A. G. Smith, 28th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.
HONGKONG MARU, Japanese str., 2,447, E. Bent, 25th May—San Francisco 25th Apr. and Manila 23rd May, Mails and General —Toyo Kisen Kaisha.
IYO MARU, Japanese str., 3,918, S. Ishikawa, 31st May—Japan and Shanghai 29th May, Lumber, Cotton Yarn and General— Nippon Yusen Kaisha.
KIAMING, Chinese str., 1,222, H. Uddin, 26th May—Chinkiang 20th May, General— Chinese.
KOWLOON, German str., 1,447, A. Enigk, 30th May—Vancouver 24th May, General— Hamburg-Amerika Linie.
KWANTON, Chinese str., 1,536, Wm. H. Lunt, 29th May—Shanghai 26th May, General— Chinese.
KWONGSANG, British str., 1,541, W. Palmer- Baker, 30th May—Shanghai May 28th, and Swatow 25th, General—Jardine, Matheson & Co.
LAISANG, British str., 2,224, E. J. Tadd, 31st May—Calcutta May 15th, and Singapore 23th, General—Jardine, Matheson & Co.
LOYAL, German str., 1,237, Fr. Natius, 25th May—Covvie 18th May, Coal—Sander, Wieler & Co.
MANILA, German str., 1,108, J. Minssen, 30th May—Saigon 5th May, General—Melchers & Co.
MARIE, German str., 1,169, P. E. Christensen, 30th May—Sina Cruz 20th April, Ballast—China Commercial Steamship Co.
MATHILDE, German str., 831, A. P. Uldrup, 25th May—Haiphong & Hoibow 24th May, Rice and General—Jensen & Co.
MERAPI, Dutch str., 1,557, E. Udsle, 28th May—Singapore 19th May, General— Chinese.
NESTLE, Dutch str., 1,436, Wester, 13th May— from Hankow—Arnhem, Karberg & Co.
NORD, Dutch str., 1,145, F. J. Pryn, 23th May—Saigon 23rd May, Kerosene Oil— Melchers & Co.
OEBANO, British str., 1,733, M. L. Drum, 20th May—Hoggar 17th May, Coal—Dodwell & Co.
PREHO, German str., 478, V. Flotwell, 27th May—Saigon 22nd May, Rice—Hamburg- Amerika Linie.
PRUTHEN, British str., 1,065, J. H. Scott, 25th May—Saigon 20th May, Fish and Meal—Chinese.
PRERANG, German str., 1,021, Fr. v. Mangels- dorf, 29th May—Bangkok May 18th, via Koh Chang 22nd May, Rice and Hardwood —Melchers & Co.
PITSANULOK, German str., 1,200, T. Heyenga, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.
POWHAUT, British str., 1,050, Turner, 30th May—Salina Cruz 24th April, Ballast— Chinese.
SABINS RICHMOND, Dutch str., 540, Fries, 16th May—Foolhook 13th May, Ballast—Asiatic Petroleum Co.
SHANGHAI, British str., 1,307, W. McIntosh, 30th May—Shanghai 23th May, General —Butterfield & Swire.
SHAWWUT, American str., 6,195, E. V. Roberts, 25th May—Seattle via Manila 24th May, General—Dodwell & Co.
SIGNAL, German str., 950, G. Se. Jankier, 37th May—Haiphong May 25th, Pakhoi 27th, and Hoibow 28th, Rice and General— Jensen & Co.
SIXONGAN, Dutch str., 1,202, H. Vos, 21st May— Samarang via Palo Laut 11th May, Sugar—Chinese.
SORHU MARU, Japanese str., 1,119, T. Fuseno, 27th May—Foolhook 24th May, General—Osaka Shosen Kaisha.
TAIWAN, British str., 1,041, J. A. Martin, 14th May—Saigon 10th May, Rice & General— Chinese.
TEAN, British str., 1,346, A. W. Osterbridge, 30th May—Manila 28th May, General— Butterfield & Swire.
TENYO MARU, Japanese str., 7,265, Philip H. Going, 21st May—Yokohama 16th May, General—Toyo Kisen Kaisha.
WONGKOK, German str., 1,115, Rohrer, 27th May —Bangkok May 18th, and Hoibow 26th, General—Butterfield & Swire.
WYR, British str., 2,292, G. Savage, 30th May —Kuchinotsu 24th May, Coal—Dodwell & Co.
YANGTZE, British str., 4,149, Palford, 31st May—Shanghai 29th May, General— Butterfield & Swire.
YATSHING, British str., 1,424, Wheeler, 23th May—Chinkiang 23rd May, General— Jardine, Matheson & Co.
YERIMO MARU, Japanese str., 3,280, N. Kobayashi, 30th May—Moji 23rd May, Coal—Samuel, Miyasaka & Co.

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